SAILING DIRECTIONS CORRECTIONS

PUB 180 2 Ed 1997 LAST NM 7/01

Page 65—Lines 32 to 45/L; read:

New Year's Day (January 1)
Mandy Thursday (varies)
Good Friday (varies)
Easter Saturday (varies)
Easter Monday (varies)
First Day of Summer (1st Thursday in April)
International Labor Day (May 1)
Ascension Day (varies)
Whit Monday (varies)
Independence Day (June 17)
Icelandic Bank Holiday (1st Monday in August)
Christmas Eve (half day on December 24)
Christmas Day (December 25)
Boxing Day (December 26)
New Year's Eve (half day on December 31)

(PUBS 004/2001) 9/01

Page 73—Lines 17 to 33/L; read:

Skagerrak.

The climate along the S coast of Norway, because of the influence of the North Atlantic Current, has very mild weather for such high latitudes and the harbors are ice free.

The terrain is glaciated in character, being of mostly high plateaus and rugged mountains over fertile valleys. The coastline is deeply indented by fjords.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Mariners are cautioned that few buoys in Norwegian waters carry the topmark as prescribed for the IALA Buoyage System (Region A).

Mariners are cautioned that few buoys will carry the topmark as prescribed for IALA buoyage. Fixed marks placed on the coast close to the fairway consist of beacons, perches, iron pillars, and wood or stone structures.

They are usually fitted with arms indicating the fairway, or when a vessel may pass on either side, with two arms, one on each side.

Iron perches and posts may, for the sake of increased visibility, be furnished with topmarks. Marks exposed to the sea carry neither arms nor topmarks.

Due to the large number of fixed marks, mariners are warned that at any one time some of them will be damaged. In particular, iron beacons may become twisted and their arms point in the wrong direction. Defects, or any need for inspection which may be observed when passing, should be reported.

In channels where ice is expected, topmarks are removed in autumn and replaced in the spring. Buoyage is removed for the winter in channels prone to freezing.

Floating marks are removed for the winter in channels where seasonal freeze always takes place. Mariners are advised to give a wide berth to these floating aids (buoys and spars) due to continued damage caused by vessels and ice conditions, and any irregularity discovered relating to the lights and buoyage system should be reported to:

National Coordinator of Navigational Aids
Tel: 22 422331
Telex: 76550 NAVCO N (24 hours)
Telefax: 22 410491 (24 hours)

Bridge Markings.—Many bridges may be lighted in accordance with the IALA markings for fixed bridges over navigational waters. The prescribed navigational markings are, as follows:

1. Red and green lights mark the lateral limits of the bridge.
2. White lights indicate the center of the bridge span.
3. Floodlights illuminate the bridge pillars in or adjacent to the channel.
4. A racon indicates the best transit under the bridge.

Oceanographic instruments may be moored off the coast of Norway and are usually marked, although they may not be charted. Mariners are requested to give floating aids as wide a berth as possible.

(Nor SD Vol. 1) 9/01

Page 73—Line 2/R; insert after:

Submarine Operating Areas 79

(NIMA) 9/01

Page 76—Lines 1 to 58/R; read:

Pilotage

New regulations came into force on 1st May 1995, for compulsory pilotage, Pilot Exemption Certificates (PECs), and pilotage dues.

The regulations apply, with minor exemptions, to all coastal waters within the baseline. The baseline consists of a straight line drawn from one outermost point to the next along the entire Norwegian coast.

State Pilotage is controlled by the Ministry of Fisheries. Although pilotage is a function of State Pilots (Statslos), certain vessels are allowed to use company employed "line" pilots (rutelos).

The Norwegian coast is divided into five pilotage districts, which are best seen on the accompanying graphic.

Pilotage procedures are, as follows:

1. Pilotage is compulsory for the following:
   a. Vessels over 500 grt, as stated in the vessel's international certificate of registered tonnage pursuant to the 1969 International Convention on Tonnage Measurement. Where a vessel is pushing or towing another, the sum of the tonnages shall apply.
   b. Vessels pushing or towing one or more objects exceeding a total length of 50m.
   c. Vessels, irrespective of size, carrying particularly hazardous and/or polluting bulk cargo.

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d. Vessels over 100 grt, with a single bottom, and vessels exceeding 300 grt, with a double bottom, that are carrying hazardous and/or polluting cargo.

e. Nuclear-powered vessels.

f. Vessels with a maximum length of 24m or more, not holding a valid international certificate of registered tonnage pursuant to the 1969 Convention on Tonnage Measurement.

2. Vessels should send requests for pilots 24 hours, 5 hours, and 2 hours in advance to the appropriate Sea Pilot Station or Pilot Booking Center through the nearest Norwegian Coast Radio Station (CRS) by telephone, fax, or telex. Requests should include:

a. Vessel name.
b. Call sign.
c. Nationality.
d. LOA, beam, and grt.
e. Draft.
f. Nature of cargo.
g. Destination.
h. Purpose of call.
i. ETA at pilot boarding area, or ETD from harbor.
j. Whether one or two pilots are required.
k. Vessel's IMO number (if any).
l. Crew and passengers (Master's name and nationality, size of crew, etc.).
m. Cargo and bunker fuel (UN number and quantity of hazardous or polluting cargo, type and quantity of bunker fuel, etc.).
n. Details of passage.
o. Details related to pilotage requests and pilotage exemption certificates (PECs).
p. Agent or Operator (the Norwegian contact).
q. Shipping company (name and address).

3. Duty pilots are located at all pilot offices and undertake outward pilotage, through (transit) pilotage, and coastal pilotage.

4. Inquiries about compulsory pilotage, pilotage exemption certificates (PEC), pilotage service dues, and transitional arrangements should be sent to the following Pilot Booking Centers:

Booking Center	Pilot Station
Oslofjorden	Hvasser (59˚05'N., 10˚27'E.)
Grenland	Brevik (59˚02'N., 9˚42'E.)
Agder	Kristiansand (58˚09'N., 8˚00'E.)
	Sokndal (58˚19'N., 6˚17'E.)
Rogaland	Kvitsoy (59˚04'N., 5˚24'E.)
Vestlandet	Kvitsoy (59˚04'N., 5˚24'E.)
	Fedje (60˚47'N., 4˚43'E.)
More og Trondelag	Kristiansund (63˚07'N., 7˚44'E.)
Nordland	Lodingen (68˚25'N., 16˚00'E.)
Troms og Finnmark	Lodingen (68˚25'N., 16˚00'E.)

5. Indreleia (Internal Waters Pilotage).—Pilots may be obtained at Kopervik, Korsfjorden, Rundoy, Asvaer, Lodingen, Andenes (pilot from Lodingen), Fugloy (pilot from Tromso), and Honningsvag.

Vessels should send requests for pilots 24 hours in advance to the appropriate pilot station stating the following:

a. ETA.
b. Draft.
c. GRT.
d. Destination.
e. How far pilotage is required.

6. Pilots may be contacted on VHF channel 16 or 2182 kHz.

7. Between June 15 and August 20, a pleasure craft escort service is available and can be arranged through the Lifeboat Service by telephone or VHF. Emergency situations and assistance to distressed vessels can affect the lifeboats ability to meet its escort service commitments. Thick fog and bad weather can also be a hindrance. For information on the escort service, weather conditions, requests for assistance, contact the Lifeboat Service on VHF channel 16.

(Nor SD, Vol. 1; BA NP 286(5), 2000-2001 ed.) 9/01

Page 78—Line 1/L to Page 79—Line 27/L; strike out.
(NIMA) 9/01

Page 79—Line 38/R; insert after:

Submarine Operating Areas

Norwegian submarines may be met underway on the surface, at night, in channels within the skerries. At night, they show an amber quick flashing light showing about 90 flashes every minute.

Submarines which are entirely submerged or showing only their periscopes are required to keep clear of all surface vessels. Surface vessels must keep a sharp lookout, and exercise caution.

(NIMA) 9/01

Page 80—Lines 46 to 47/R; read:

The U.S. Embassy is situated at Drammensveien 18, 0244 Oslo. The mailing address is PSC 69, Box 1000, APO AE 09707.

(NIMA) 9/01

Page 80—Line 49/R to Page 81—Line 28/L; strike out.
(NIMA) 9/01

Page 81—Line 41/R to Page 82—Line 18/R; read:
Entry Regulations
(NIMA) 9/01

PUB 182 4 Ed 1998 LAST NM 43/00

Page 27—Lines 47 to 52/R; read:

Pilotage.—Pilotage is not compulsory for Stavanger. Pilots should be requested at least 24 hours in advance. They can be requested by radio and radiotelephone. They can be reached on VHF channels 12 and 16.

The pilot boards 3 miles NW from the island of **Kvitsoya** (59˚04'N., 5˚24'E.). For detailed information on pilotage

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regulations, see Pub. 180, Sailing Directions (Planning Guide) Arctic Ocean.
(BA NP 286(2)) 9/01

Page 60—Lines 26 to 34/L; read:

Caution.—Troll A Platform Radar Surveillance Service and the VHF Base Station, located on Troll A Platform, is controlled by Statoil Trafikkontroll at Sandsli (Statoil VTS). The surveillance service is an advisory service for the coordination of vessel movements by means of gathering, verification, and dissemination of information as to avert hazards or accidents, incidents between vessels and platforms, and between vessels and other vessels.

Vessels with intent to navigate across the Entry Zone are requested to inform Statoil Trafikkontroll when passing the limit of the Approach Zone stating their reasons. Vessels in the Approach Zone heading for the Entry Zone will be identified and contact established in due course. If necessary, Statoil Trafikkontroll may request the vessel to increase its passing distance. If this is not possible or the vessel fails to respond, the "Troll A" standby vessel will intercept the unknown vessel and the platform notified. The surveillance service will communicate in Norwegian or English. Three zones have been established around the platform, as follows:

1. Troll A Safety Zone—The Safety Zone is 500m from the outer points of the platform. In certain hazard and accident situations the Safety Zone can be extended.
2. Troll A Entry Zone—The Entry Zone comprises the area within a 3 mile radius centered on the platform (60˚38.7'N, 3˚43.6'E.).
3. Troll A Approach Zone—The Approach Zone comprises the area within a 15 mile radius centered on the platform.

Statoil Trafikkontroll may be contacted 24 hours on VHF channel 16 or 68.
(NIMA) 9/01

PUB 191 9 Ed 2000 LAST NM 8/01

Page 80—Lines 42 to 45/L; read:

5.2 Pointe de Barfleur (49˚42'N., 1˚16'W.), the W entrance point of Baie de la Seine, is a low point fronted by foul ground which extends up to about 1.5 miles seaward.

A main light (Barfleur-Gatteville) is shown from a conspicuous tower, 75m high, standing on an islet close off the point. A signal station stands close N of the light. When first sighting the light tower, it appears to be rising from the sea.

A lighted buoy (Val de Saire) is moored about 7.5 miles ENE of the light.

La Pernelle, a prominent wooded hill, stands about 5 miles SSW of Pointe de Barfleur. Vessels approaching the point from E will first sight the high summit of this hill, which slopes gently N. The square belfry of the church standing on the E slope of this hill is conspicuous from seaward.

The high land of La Butte de Montaigu, with a prominent summit rising about 6 miles SW of La Pernelle, can also be identified from seaward.

Caution.—Raz de Barfleur is a race caused by the tidal currents rushing
(Fr SD C2.1) 9/01

Page 80—Lines 52 to 56/L; read:
30m curve.

5.3 Barfleur (49˚40'N., 1˚16'W.) is a small, drying harbor lying 1.5 miles S of Pointe de Barfleur. It is used by fishing vessels, small coasters, and pleasure craft. Tides rise about 6.5m at springs and 5.3m at neaps. The harbor, enclosed by a jetty and a breakwater, can accommodate small vessels with drafts up to 4m. The N and W sides are quayed and dry 2 to 4m. Vessels lie alongside on a bottom of muddy sand and gravel. The approach channel is indicated by a lighted range and marked by buoys and beacons. The square belfry tower of the church situated in the town can be easily identified from the approaches. Another prominent church belfry stands at Montfarville, about 1 mile SW of the harbor. Local knowledge is required and local fishermen act as pilots.

Small vessels can anchor in depths of 8 to 10m, sand and mud, indifferent holding ground, in the approach channel.

Pointe de Saire (49˚36'N., 1˚14'W.), marked by a light, is located 5.5 miles SSE of Pointe de Barfleur. The coast between is fronted by rocks and shoals extending up to 1.3 miles seaward.

Saint-Vaast-la-Hougue (49˚35'N., 1˚15'W.) is a small harbor lying 1.8 miles SW of Pointe de Saire. Ile de Tatihou, lying 1 mile E, fronts the harbor. A conspicuous tower, with a turret on one side, stands on the S extremity of the island. Fort de l'Ilet, a low fort, is situated close S of this tower.

Fort de la Hougue, high and surmounted by a turret, stands 1 mile SSW of the harbor and is conspicuous. It is joined on the N side to the mainland by a breakwater. This fort, which is marked by a light, is situated at the end of a drying rocky bank extending from the coast. The harbor is used by fishing vessels and pleasure craft. The approach is indicated by a lighted range. Local knowledge is required. The harbor consists of a drying outer basin and an inner wet basin. A gate, 16m wide, provides entry to the wet basin, which has a least depth of 2.3m.

A conspicuous water tower stands about 2 miles inland, 5.5 miles SSW of Sainte-Vaast-la-Hongue. A church, with a prominent pointed belfry, is situated at Quinville, 1.7 miles E of the water tower. Another church, with a prominent pointed belfry stands at Les Gougins near the shore, 5.2 miles S of Sainte-Vaast-la-Hongue.

Anchorage.—Rade de Saint-Vaast consists of two anchorages and provides shelter from W winds. The bottom is formed by sand, mud, and clay, and provides good holding ground. Onshore winds can cause heavy seas within this roadstead.

Grande Rade, with a depth of 14m, lies about 1.5 miles S of Ile de Tatihou and close NW of the N end of Banc de la Rade.

Petite Rade, with depths of 2 to 6m, lies about 0.7 mile S of Ile de Tatihou.

PUB 191 (Continued)

Vessels must request permission from CROSS JOBOURG prior to anchoring in this roadstead.
(Fr SD C2.1) 9/01

Page 80—Lines 1 to 35/R; strike out.
(NIMA) 9/01

Page 80—Lines 37 to 58/R; read:

5.4 Iles Saint-Marcouf (49˚30'N., 1˚09'W.) consists of two low islands and lies about 4 miles offshore, 7 miles SE of Saint-Vaast-la-Hongue. A light is shown from a square tower, 17m high, standing on Ile du Large, the NE most island. Ile de Terre, lying 0.3 mile SW, is a bird sanctuary and landing is prohibited. In very clear weather, these islands can be easily distinguished. A submarine cable extends SW from the islands to the mainland and may best be seen on the chart.

An extensive area of shallow shoal banks, lying parallel to the coast and separated from the coastal dangers, extends about 5 miles NW and about 6 miles ESE of Iles Saint-Marcouf. This shoal area is marked by lighted buoys.

A channel leads between this extensive area of shoal banks and the mainland shore. However, due to the numerous wrecks lying in this vicinity, local knowledge is advised.

Baie du Grand Vey (49˚25'N., 1˚07'W.) is entered between Pointe de la Madeleine and Pointe de Maisy, 4 miles ESE. It is encumbered by drying sandbanks through which two channels lead. The seaward entrances of these channels are marked by a lighted buoy moored about 2 miles E of Pointe de la Madeleine.

The coast between Sainte-Vaast-la-Hongue and Pointe de la Madeleine is low and fringed with wooded dunes. A coastal bank extends up to 1.5 miles offshore in places. A prominent church spire stands about 1 mile inland at Brucheville, at the W side of the bay.

Pointe de la Madeleine is marked by a monument commemorating the Allied invasion landings of WWII on Utah Beach, which extends NW.

High seas are formed in the bay with
(Fr SD C2.1) 9/01

Page 81—Lines 1 to 7/L; strike out.
(NIMA) 9/01

Page 81—Lines 11 to 42/L; read:

5.5 Carentan (49˚18'N., 1˚14'W.), a small harbor with a wet basin, lies 4.5 miles inland from the head of the bay. It is used by fishing vessels and pleasure craft. Passe de Carentan, the entrance channel, dries 3.2m. It is indicated by a lighted range and marked by buoys and beacons. The harbor may be contacted by VHF. The wet dock, with depths of 3 to 4m, is 0.8 mile long and 60m wide. The entrance lock is 30m long and 9m wide. Local knowledge is required.

Isigny (49˚19'N., 1˚06'W.), a small drying port, lies 1.5 miles inland on the Aure River. It is used by small coasters, fishing vessels, and pleasure craft. Passe d'Isigny, the entrance channel, is indicated by a lighted range and marked by buoys and beacons. The inner part of this channel leads between two dikes and is 85m wide. The alongside berths dry up to 3m. Vessels up to 55m in length and 12m beam can be accommodated with drafts up to 4.2m at springs and 2.2m at neaps. Local knowledge is required.

Anchorage.—Rade de la Capelle, a roadstead lying between Banc du Cardonnet and Baie du Grand Vey, provides anchorage sheltered from S and SW winds in a depth of 12m, mud and sand, good holding ground. Care is necessary to avoid several dangerous wrecks lying in this vicinity.

Grandcamp-Maisy (49˚23'N., 1˚03'W.), a small harbor, lies 1.5 miles E of Pointe de Maisy and 4.5 miles W of Pointe de la Percee. It is used by fishing vessels and yachts. The approach channel is indicated by a lighted range. The entrance channel has a minimum width of 18m and dries 2m. The entrance is protected by breakwaters and submerged seawalls. The wet basin is entered through a gated passage, 14.3m wide, and has a depth of 2m.

A light is shown from a mast, 12m high, standing in the town close S of the wet basin. A conspicuous water tower stands on the higher land about 2 miles SSW of the harbor. A prominent bell tower, 67m high, is situated on the high land backing the town.
(Fr SD C2.1) 9/01

PUB 193 8 Ed 2000 LAST NM 49/00

Page 88—Lines 1 to 7/L; read:
Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 93—Lines 44 to 45/L; read:
Pilotage.—Pilots are ordered by VHF through Marstrand VTS. Pilots board VLCCs about 3 miles SW of Brofjorden
(BA NM 43/00) 9/01

Page 97—Lines 7 to 33/R; read:
Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 98—Lines 34 to 35/R; read:
Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 99—Line 19/L; insert after:
Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 101—Lines 3 to 6/L; read:
Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 101—Lines 51 to 54/R; read:
Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

PUB 193 (Continued)

Page 102—Lines 1 to 6/R; read:

Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 103—Lines 31 to 35/R; read:

Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 104—Lines 30 to 32/L; read:

Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 107—Line 8/R; insert after:

A new bridge, Uddevallabron, has been completed and stretches across Sunningesund from 58˚19.4'N, 11˚50.9'E to 58˚19.7'N, 11˚50.2'E. The bridge is 1,712m long and has a vertical clearance of 47m.
(12(322)00 Norrkoping) 9/01

Page 107—Lines 17 to 28/R; read:

Pilotage.—Pilots are provided by Marstrand VTS.
(BA NM 43/00) 9/01

Page 159—Lines 4 to 12/R; read:

Pilotage.—Pilots can be obtained from Limfjorden Pilots for Alborg; ports on the E coast of Jylland; The Sound; Store Baelt, and Lille Baelt.

Requests for pilots should be sent at least 3 hours in advance. Pilots board in one of the following positions:

1. One mile NW of Svitringen Rende S light.
2. Near No. 7 lighted buoy (56˚51.5'N., 10˚46.5'E.).
3. Eight miles N of Svitringen Rende S light.
4. Seven miles NW of Svitringen Rende S light.

(BA NM 44/00) 9/01

PUB 194 8 Ed 2000 LAST NM 51/00

Page 6—Line 29/L; read:

a draft of 7m can be accommodated.
(22(591)00 Kobenhavn) 9/01

Page 7—Lines 23 to 25/L; read:

heads, where lights are shown, and has a maximum authorized draft of 12m. The harbor approach should be made from about 0.8 mile S, bringing Sydhamnen range lights in line, bearing 001˚36', to enter the harbor.
(12(319)00 Norrkoping) 9/01

Page 122—Lines 7 to 17/R; read:

Depths—Limitations.—The approaches are encumbered by numerous islets and shoals which lie up to about 5 miles offshore. An approach fairway has a least depth of 8.2m and leads NW and then NNE through these obstructions to the outer harbor basin. It has a least depth of 8.2m, a minimum width of 65m, and a maximum authorized draft of 7.7m. A fairway channel, with a least depth of 7.5m, then leads to the inner basin, which has a maximum authorized draft of 5.8m. There is 970m of commercial quayage, with depths of 5 to 8.2m alongside, and 280m of private quayage, with a depth of 6m alongside. The harbor has facilities for bulk, ro-ro, and container cargoes. Vessels of up to 170m in length can be accommodated.
(47(1081)00 Norrkoping) 9/01

Page 164—Line 4/L; insert after:

A bridge is being constructed (2000) at the S end of the canal and will have a vertical clearance of 27m and maximum width of 36m.
(12(316)00 Norrkoping) 9/01

Page 190—Line 24/R; read:

Vessels over 20m in length, or any vessel which, because of
(37(847)00 Norrkoping) 9/01

PUB 195 6 Ed 1999 LAST NM 48/00

Page 24—Line 30/R; insert after:

Kotka has established a VTS which will monitor all traffic in the approaches. Vessels over 12m in length must maintain a radio watch, and vessels over 20m must report to Kotka VTS.
(BA NM 1/01) 9/01

Page 54—Lines 48 to 50/L; read:

The paper factory has a quay, 190m long, with alongside depths of 7.5 to 8.8m. The paper warehouse has a pier, 310m long, with alongside depths of 6.2 to 7m.
(43(980)00 Norrkoping) 9/01